

SELIG! SELIG! SELIG!

# Selig's Bazaar

109 and 111 S. Illinois Street.

## Third Week Great Hurricane Sale

### Every Woman Ought to Know

That we give just what we claim, and that every statement in our advertisements is absolutely true. Relying upon these assertions, we shall offer, during the coming week, such Exceptional Bargains as we believe will interest you and all your friends. Come down and see us. A little out of the way perhaps, but a good thing is worth going for.

#### Wash Goods

For this week we offer about 5,000 yards of odd and ends of Dimities, Irish, Jacquinet, Tissue Cloth, Pique, Lawns, one yd. wide, hand-some patterns, worth from 10c to 25c, per yard, 10c to 25c, per yard.

500 yards Cream Shaker Pique, worth 7c, 5c.

1,000 yards Simpson's Calico, worth \$1.50, 1c.

500 yards Bleached Muslin, 5c grade, 4c.

1,000 yards Calico, worth 5c, 2c.

500 yards India Linen, 20 inch wide, worth 25c, 15c.

600 yards Checked Nain-sook, 5c grade, now 25c.

#### Shirt Waists

You know the Excelcor Waist as well as we do, and the price is from 7c to \$1.50. Well, we will place on sale Monday about 50 dozen choice styles at 40c.

#### Corsets

We are the lowest, and have been underselling all our competitors in this line. Ladies' new style Corset, only 25c.

About 25 dozen odds and ends, 25c to 50c.

25c to 50c.

#### Knit Underwear and Hosiery

Ladies' new style Combination Suits of fine Maco yarn, in extra, long and short sleeves, worth \$1.50, 80c.

500 yards Egyptian Lisle Vests, in blue and pink, regular 25c, 15c.

Ladies' Cotton Hose, 25c.

100 dozen Ladies' Fast Black Hose, fine gauge, double soles, also heel and toe, worth 15c.

100 doz. Ladies' Fast Colored Hose in Tans, full regular, 15c.

Ladies' Cotton Hose, 25c.

Children's Cotton Hose, 25c.

#### Dress Goods

We have a grand line at the lowest possible prices. We defy competition. 500 yards latest style yard wide Novelty, 10c grade, 15c.

500 yards all-wool Serge, all colors, 80c grade, 50c.

200 yards Plaids, just the thing for children's school dresses, worth 12c, now 7c.

5 pieces China Silk, dark colors, 25c grade, now 15c.

15 yds. Black Gros Grain silk, 25 inches wide, regular price \$1.50, sale price 50c.

#### Curtain Dept.

Our reputation in this department is established for low prices. 35 odd pairs Lace Curtains, worth from 50c to \$5 per pair, to close, 80c to \$1.50.

50 pairs Chenille Portieres, all new shades, \$3.50, 2.50.

10 pieces Spotted Swiss, with and without borders, 25c grade, 12c.

10 pieces Silklike, regular price 12c, sale price 5c.

#### Muslin Underwear Dept.

Are you provided with warm-weather underwear? If not, here you are: Ladies' fine quality Cambric Drawers, well made and trimmed with Torchor lace and fine embroidery, worth \$1.50, 80c.

Ladies' latest styles Cambric Drawers, all fine trimmings, goods, choice selection of trimmings, worth from \$1.50 to \$3, 80c.

#### Ribbons

You have seen our bargains in Ribbons at 25c and 50c. Until we have sold these fine goods you can have your choice as last week. Come and see them. You cannot help but buy them.

#### Read This

Ladies' Belts, 25c.

Ladies' Shopping Bags, 25c.

Ladies' Ties, 25c.

Clark's Cotton, 2c.

Richardson's Silk, 1c.

Pink, 1c pack.

Curling Irons, 2c.

#### Men's Furnishing Dept.

Gentlemen are calling upon us every day for this line, and we simply paralyze them with the goods and the prices we sell them for.

We have the best White Unfinished Shirt ever sold for 30c, double back and front for this week, 30c.

Same Shirt laundered, 40c.

Men's fine Combed Egyptian Yarn Shirts and Drawers you know our 75c line for this week, 30c.

A fine new lot Hermsdorf Eye Half Hose, full regular made, brought to sell for 25c, for this week, 12c.

About fifty dozen choice French Web Suspenders, choice styles, worth 50c, 25c.

Our 25c line of Suspenders, 15c.

#### Colored Shirts

5c Percala, 25c.

7c Percala, 35c.

15c Percala, 75c.

25c Percala, 1.00.

Electric brand of Collars and Cuffs at reduced prices. 3c Silk Ties, 15c.

## Spring Jackets! Silk Capes! Silk Waists!

Well, we will not give you any prices here. If you intend buying just see us first. If we cannot sell you you don't intend to get one now.

# SELIG'S BAZAAR

## Cut Prices!

- |   |        |
|---|--------|
| 100 Capes in Tans, Reds and Blacks.....       | \$1.00 |
| 100 Duck Suits.....                           | \$1.00 |
| 50 Cloth Suits, Odds and Ends.....            | \$5.00 |
| 100 Dozen Shirt Waists, Former Price \$1..... | 25c    |
| 5 Dozen Wrappers.....                         | 69c    |

We are prepared to do all kinds of Fur Repairing. Now is the time. Get our prices.

# Boyd & Jones

39 East Washington Street.

Do people flock to the H. T. Conde Implement Company to buy their

# CARRIAGES?

- Because they get the most value for their money there.
- Because their styles are up to date.
- Because they can get a vehicle to suit the size of their pocketbook.
- Because the guarantee is good.

27 to 33 Capitol Avenue, North

The Sunday Journal, by Mail, \$2 per Annum

## A GREAT NAVAL FIGHT

### PILOT HOWARD TELLS OF THE CONTEST WITH THE MERRIMAC.

Graphic Details of One of the Greatest Fights of Our History Now Given for the First Time.

(Copyrighted, 1895, by Frank G. Carpenter.)

WASHINGTON, July 19.—Among the bills which will be presented to Congress at the coming session will be one for the increase of the rank of Lieutenant Samuel Howard. Lieutenant Howard came within one-tenth of one per cent. of passing the technical examination given by the mariners of the Department of the Navy in 1876, and by them he was refused a second examination. Committees of Congress have reported in favor of the bill, and, if passed, it will be only justice to one of the bravest men the United States has ever known. Among the most heroic acts of the late civil war was that of this man Howard, when he volunteered to act as the pilot of the Monitor in its terrible fight with the Merrimac at Hampton roads. He carried the vessel throughout that engagement, and his story of that awful fight is now here given for the first time to the public.

But first let me tell you something about Lieutenant Howard. He is an old man now, and his years number seventy-five. Still his eye is bright, his step is firm and he is mentally as sound as he was when, now more than a generation ago, he took the Monitor into action. He is as straight as an arrow, and his bearing is military. He has a broad forehead, bright blue eyes and a long blonde beard, in which there are many gray strands. He lives in a modest little house almost under the shadow of the national Capitol. He is the personification of modesty, and in his talk about the engagement with me last night he kept himself in the background. I had to ask many questions before I got the story of his life. His first voyage was taken at the age of sixteen, when he sailed from Dublin for the Mediterranean. I believe he ran away from home to go to sea, and he had visited nearly every part of the world, and had coasted up and down the Atlantic shores of the United States for many years before the war began. He had been several times captain of a vessel, and, as a naturalized American citizen, he put himself at the service of Uncle Sam as soon as the war opened. He was appointed assistant master of the brig Amanda, and was sent to the Atlantic coast to do duty at the service of the Atlantic and capture the ships who tried to run our blockade, and he left this ship to act as pilot for the Monitor. Speaking of his modesty, he evidently felt that he did no more than any other man would have done under similar circumstances, and when I asked him whether he was not afraid when he was penned up in that little iron box with the shot and shell raining down upon it, he replied: "I had no time to think of being afraid. It was a matter of life and death, and I was moving according to the directions of Captain Worden, who stood in the pilot house by my side."

### HOW HOWARD WAS APPOINTED.

The main facts of the engagement between the Monitor and the Merrimac are well known, but there are many details which have never been given to the public. It is safe to say that had it not been for Samuel Howard there would have been no action that day. The Merrimac would have returned and the Minnesota and many millions of dollars' worth of Uncle Sam's property would have been destroyed. When the Monitor came into Fort Monroe he found himself unable to go into action for the want of a pilot. She had been brought from the North by a Baltimore man who sympathized with the South, and when Fort Monroe was reached this man refused to take the little iron monster out against the Merrimac. The pilots on the boats at Hampton roads were also Southern sympathizers, and either from this or from cowardice they refused to act. They said they knew nothing about the waters, and Captain Worden was in despair when he was called upon by Samuel Howard, who volunteered to go. These two had brought their ship from Wilmington to Fort Monroe for provisions, and seeing the Monitor they had better take no chances. They went to the deck Captain Worden greeted them and told his troubles about a pilot. Lieutenant Howard at once offered to take the command of the little iron monster of the roads, and that he would gladly conduct it into action. He told Captain Worden that the pilots had been lying to him about their ignorance. He said: "They are a set of rogues, captain, and they know the roads better than I do, but you can't make them act. You better take me with you, and I'll show you how to do it." Worden gladly assented, and Howard was ushered into the pilot house of the Monitor and remained there almost from the time of his arrival Saturday until the close of the fight with the Merrimac on the following day.

Before I give Lieutenant Howard's story of the battle proper let me say something about the Monitor. The little iron monster arrived on his brig in time to see the engagement between the Merrimac and our gunboats, and the most of his story concerning that fight comes from him. Sitting in the rigging of his ship with his glass he saw the queer ironclad sail down the channel toward the coast, and was only too glad to engage with our gunboats lying along the coast between Newport News and Fort Monroe, and he watched that terrible fight. The Merrimac, you know, was a frigate of 3,500 tons, which had been burned and sunk during the spring of 1862, at Norfolk. A few months later it was raised by the Confederates and converted into an ironclad. She was then cut down to the old berth deck. Her machinery was left within her, but the whole of the ship above the water was covered with iron plates two inches thick and eight inches wide, so riveted together that the vessel had an armor of iron four inches thick. Upon its prow it put a great iron ram, which projected four feet beyond the vessel and which did terrible damage to one of the northern gunboats before the Monitor arrived. In the sides of the vessel there were portholes, and the ten great guns behind these vomited forth shot and shell with such effect that she was in action. The ship was commanded by some of the ablest officers of the Confederacy, and it had a crew of 500 picked men. It was a clumsy vessel. It drew twenty-three feet of water. It could not travel more than five miles an hour, and it took from thirty to forty minutes to turn. Still, with the wooden ships of 1862 it was an all-powerful monster. Its iron coat made it practically impregnable, and when it started on its first voyage of destruction there was a panic in the Cabinet at Washington, and Secretary Stanton predicted that it would ruin our navy, and the other members almost felt that it was already arriving at the Potomac with its iron train, and the Potomac with its iron train, trained on the White House. The ship was built at the Norfolk navy yard, its iron plates having been rolled at the same place. It was a heavy piece of iron, so that its walls were about eight inches thick. The shots of the

trip, but if so it was the most terrible trial that any vessel ever had.

### RAMMING OF THE CUMBERLAND.

A few miles from Norfolk is Fortress Monroe, with its ramparts lying between the mouth of the James river, the new Norfolk News. This line of several miles constitutes the northern part of the roads, and scattered along it, was a line of Northern men-of-war. Near Fortress Monroe were the three frigates, the St. Lawrence, the Roanoke and the Minnesota. Just off Newport News were anchored two more frigates, the Congress, containing fifty guns, and the Cumberland, having thirty. These boats evidently did not expect an engagement. The washing of the sailors was hanging on the rigging, and there were few signs of action about the ships until the Merrimac was seen steaming toward them. The guns were, however, quickly put in order, and, as the queer monster of iron moved up, the Cumberland opened with her guns, and the Congress came to her aid. The shore batteries also fired, but the balls fell from the iron sides of the Merrimac without penetrating them. She still came on. She did not fire until she was within easy range, when she gave a broadside at the Congress. She did not stop here, but, pointing her iron prow at the Cumberland, she put on her steam and made for it. The ship was struck at right angles, and the hole made was so large that a horse and cart could have been driven through it. The Cumberland was so badly damaged that she was forced to retreat. The Merrimac afterward said that they hardly felt the shock. With this great hole in her side, the Congress was so badly damaged that she was forced to retreat. The Merrimac afterward said that they hardly felt the shock. With this great hole in her side, the Congress was so badly damaged that she was forced to retreat.

The Merrimac, after striking the Cumberland, backed out and began a new attack upon the Congress. The men at Fortress Monroe could see the smoke of the shot, and the Congress was so badly damaged that she was forced to retreat. The Merrimac afterward said that they hardly felt the shock. With this great hole in her side, the Congress was so badly damaged that she was forced to retreat. The Merrimac afterward said that they hardly felt the shock. With this great hole in her side, the Congress was so badly damaged that she was forced to retreat.

### THE MONITOR BROKE.

When the Monitor broke, however, there was a new figure on the scene. "It looked," says Mr. Howard, "like a massive iron turtle with a gigantic black cheese box on its back and it swam to and fro in front of the Minnesota, and between it and the Merrimac. As the day grew brighter, through their glasses the confederate officers could get a better idea of this new marine monster. It was apparently a raft plated with iron, with a great round tower rising from the center. As the officers looked they saw this tower move slowly about, and two mighty eleven-inch guns were pointed in the direction of the Merrimac. They were about this vessel which was being made. They knew it was Ericsson's monitor, and they thought it the strangest thing they had ever seen. A massive iron turtle with a gigantic black cheese box on its back and it swam to and fro in front of the Minnesota, and between it and the Merrimac. As the day grew brighter, through their glasses the confederate officers could get a better idea of this new marine monster. It was apparently a raft plated with iron, with a great round tower rising from the center. As the officers looked they saw this tower move slowly about, and two mighty eleven-inch guns were pointed in the direction of the Merrimac. They were about this vessel which was being made. They knew it was Ericsson's monitor, and they thought it the strangest thing they had ever seen.

"Well, as soon as it was decided that I was to act as pilot I went down into the pilot house and we got at once underway. The pilot house was a little iron box just large enough for four men to stand upright within it. It was situated in the fore part of the vessel, some distance from the main body of the ship, and the guns were placed. It was half above and half below the iron deck, and it was, in fact, a square iron box, made of iron plates two inches thick and eight inches wide, so riveted together that the vessel had an armor of iron four inches thick. Upon its prow it put a great iron ram, which projected four feet beyond the vessel and which did terrible damage to one of the northern gunboats before the Monitor arrived. In the sides of the vessel there were portholes, and the ten great guns behind these vomited forth shot and shell with such effect that she was in action. The ship was commanded by some of the ablest officers of the Confederacy, and it had a crew of 500 picked men. It was a clumsy vessel. It drew twenty-three feet of water. It could not travel more than five miles an hour, and it took from thirty to forty minutes to turn. Still, with the wooden ships of 1862 it was an all-powerful monster. Its iron coat made it practically impregnable, and when it started on its first voyage of destruction there was a panic in the Cabinet at Washington, and Secretary Stanton predicted that it would ruin our navy, and the other members almost felt that it was already arriving at the Potomac with its iron train, and the Potomac with its iron train, trained on the White House. The ship was built at the Norfolk navy yard, its iron plates having been rolled at the same place. It was a heavy piece of iron, so that its walls were about eight inches thick. The shots of the

### FIGHT WITH THE MERRIMAC.

"The sun rose that morning on waters like a millpond. It was a beautiful Sunday, and you could see for miles on each side of you. As the day broke the Yorktown and the Jamestown, two of the Confederate ships, came out and started for the Minnesota. We at once got underway and sent a shot at them. They left at once. They didn't want to have anything to do with the 'cheese-box on a raft,' as they called it. In the meantime the Merrimac had roused up and came toward the Minnesota. The Monitor rested a little in front of the Minnesota and waited for her. The officers were in the turret. Captain Worden stood by my side and gave the orders. The Merrimac first fired at the Minnesota, and then Captain Worden gave the order for the Monitor to go for the Merrimac and to begin firing. The Merrimac was a mile off when we started for her. She was a frigate of 3,500 tons, which had been burned and sunk during the spring of 1862, at Norfolk. A few months later it was raised by the Confederates and converted into an ironclad. She was then cut down to the old berth deck. Her machinery was left within her, but the whole of the ship above the water was covered with iron plates two inches thick and eight inches wide, so riveted together that the vessel had an armor of iron four inches thick. Upon its prow it put a great iron ram, which projected four feet beyond the vessel and which did terrible damage to one of the northern gunboats before the Monitor arrived. In the sides of the vessel there were portholes, and the ten great guns behind these vomited forth shot and shell with such effect that she was in action. The ship was commanded by some of the ablest officers of the Confederacy, and it had a crew of 500 picked men. It was a clumsy vessel. It drew twenty-three feet of water. It could not travel more than five miles an hour, and it took from thirty to forty minutes to turn. Still, with the wooden ships of 1862 it was an all-powerful monster. Its iron coat made it practically impregnable, and when it started on its first voyage of destruction there was a panic in the Cabinet at Washington, and Secretary Stanton predicted that it would ruin our navy, and the other members almost felt that it was already arriving at the Potomac with its iron train, and the Potomac with its iron train, trained on the White House. The ship was built at the Norfolk navy yard, its iron plates having been rolled at the same place. It was a heavy piece of iron, so that its walls were about eight inches thick. The shots of the

Merrimac pounded great dents in it, but they did not go through. Our guns tore the iron from the Merrimac, and had we not been so crowded about, we might have sunk her. We should have aimed for her at the water line. Her iron plates did not extend much below this line, and we could have done her more sure shot into her, and I think we would surely have sunk her had we continued to fire in this way."

"It was some hours after the beginning of the engagement, a little after noon," replied Lieutenant Howard. "He was standing at my right, and was bending over and looking out of the slit. We were just going by the Merrimac, and were not more than ten yards from her when a shell struck her just below the sight hole, and then exploded. It broke this eight-inch log of iron in two. It threw one end of it upward and the other end of it downward. The shell with which it was fastened to the box. The splinters of the shell flew through the slit. With them came powder and shrapnel. These got Captain Worden's eyes and blinded him. They cut his face so that it was covered with blood, and his clothes and mine were covered with shrapnel. Captain Worden then claimed that he was shot. He could not see, but the light came in and made him think that the pilot house was ruined, and he gave the order to retreat. He was struck through the floor into the lower part of the vessel, where his cabin was, and gave the command over to Lieutenant Greene. He was then destroyed the pilot house. Had we been a second later in turning, Captain Worden and myself would surely have been killed. As it was we were only slightly injured. The Merrimac was so badly damaged that she was forced to retreat. The Merrimac afterward said that they hardly felt the shock. With this great hole in her side, the Congress was so badly damaged that she was forced to retreat. The Merrimac afterward said that they hardly felt the shock. With this great hole in her side, the Congress was so badly damaged that she was forced to retreat.

### SAVING THE MINNESOTA.

"Did the officers of the Merrimac know that they had shot Worden at this time?" I asked.

"I think not," replied Lieutenant Howard. "For they moved off so shortly afterward. For my first orders from Lieutenant Greene were to move off and make for Fortress Monroe. I did not know at this time that he had been made chief in command. I thought this order was a great mistake, for I knew that if we left the Merrimac would come back and destroy the Minnesota. Instead of obeying Lieutenant Greene I went down to see Captain Worden. I said to him: 'Captain, they want me to move off to Fortress Monroe. If you will let me stay, I will surely destroy the Minnesota. I don't want to do it.'"

"You must see Lieutenant Greene," he said. "The Merrimac is in command, and you must get your orders from him." "I then went to Lieutenant Greene, and begged him not to leave the Minnesota. I showed him the danger of the Merrimac coming back, and after a while persuaded him to allow me to take the Monitor to the Minnesota. He did not want to do so, but I was so sure of the Merrimac was slowly moving off toward Norfolk, and her share in the battle was over. During the engagement her men, I understand, were very close enough to board us, hoping that they could destroy the machinery in the turret with sledges and wedges. This, I think, was a very foolish idea. Shortly after the Merrimac moved off, I asked Lieutenant Greene if he would not let me take a shot at the Yorktown and the Jamestown. He said: 'You may as well as try. The Merrimac was slowly moving off toward Norfolk, and her share in the battle was over. 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